water.

Here they are: Two toned Homespuns, 38 inches wide, for

29c a yard. 40-meh Navy Blue Storm Serges, all wool, for 39c a yard-it's a repetition of the lot you may have heard of before-regular half-dollar quality. An all-wool Navy Blue Storm Serge, 46 inches wide, and sold usually at 75c, for just 50c a

PETTIS DRY GOODS Co.

REFUSED TO ACCEPT

Union Men Rejected the Terms of the Glass Manufacturers.

Gas City's Big Works to Be Started with Other Men if Possible-Attempt to Hang a Prisoner.

Special to the Indianapolis Journal. GAS CITY, Ind., Oct. 16 .- Noon to-day was the time set by the United States Glass Company for the union men to go to work, the company having advised the men that if its terms were not accepted and the men ready for work at that hour their places would be offered to nonunion men. No union men put in appearance, and the great factory is still silent. It will probably be several days before a sufficient number of competent nonunion men can be brought here to justify opening the factory. The union men feel confident of victory, but it will be a long fight. The company is taking precautions for the safety of its new men when they shall arrive. the contract for an eight-foot tight board fence all round the factory and the company's large brick boarding house has been let to J. J. Dutweiler, a local contractor, and over seventy-five thousand feet of lum-ber will be required in its construction.

Still Insist on a Reduction. Special to the Indianapolis Journal. GAS CITY, Ind., Oct. 16.-The dispatches emanating from Pittsburg to the effect that the Window Glass Manufacturers' Association has gone to pieces, and that the factories will start at once, making their own terms with their men, are denied by Capt. J. M. Maring, who is in charge of the large factories of his company in Gas City and Muncie. In an interview to-day he says that James A. Chambers, head of the window glass factory at New Kensington, Pa., has withdrawn from the association and will commence operations, but the other members of the association are a unit in standing out for a 10 per cent. reduction in wages from last year's schedule. A meeting of the association will be held in Chicago on the 18th inst., at which

REVENGEFUL PRISONERS. They Wanted to Hang One of Their Number for Exposing a Plot.

definite understanding may be

Special to the Indianapolis Journal. BRAZIL, Ind., Oct. 16.-A sensation was created here this afternoon by the sheriff discovering a scheme concocted by the prisoners in the county jail to hang one of their number. About a month ago an attempt was made at jail delivery. Everything had been skillfully planned to saw the last bar in one of the grates that held the prisoners from freedom at midnight Among the prisoners were three charged with murder and two with train wrecking. William Houston, charged with lar-ceny, and one of the promoters of the scheme, weakened and told the sheriff what was being done. This greatly incensed the other prisoners, and they determined to secure revenge by hanging Houston. They had arranged a strong rope of strips of bed clothing, and were going, they claimed, to commit the deed to-night, but Houston had been sentenced to the penitentiary and had been removed from the fail to-day. All the prisoners were securely locked in separate cells and every precaution will be used to prevent further trouble until sentence is passed upon them by the Superior Court, which is now in session. Noah King, who was given a thirteen-year sentence in the penitentiary Saturday, is said to be the instigator of

Young Indiana Marksman. New York Recorder.

precocious American boy got in some fine work at the Columbian prize shooting match at West Pullman, Ill., when Clarence E. Long, who is ten years old and weighs only sixty-five pounds, earned one of the souvenir medals by firing seventy-five shots without a single goose egg. Master Clarence, whose father is John E. Long, of Lafayette, Ind., began to develop his talent about a year ago, learning from his father, who is a crack shot. He indulges in fancy shooting of all kinds, such as nipping small disks from his father's fingers, lighting parlor matches and cutting cards held edgewise toward him. He even shoots the ashes from his father's cigar, and such like fool tricks.

School Quarrel in Court. Special to the Indianapolis Journal. BRAZIL, Ind., Oct. 16 .- The little town of Carbon, north of here, is in a flurry of excitement over a quarrel in the graded school at that place. The old school board, which was succeeded by the newly-elected board a few weeks ago, employed Miss Emma Grady to teach in room No. 1. When the new board came in it employed Miss Lizzie West. This caused a disturbance, and the board demanded that Miss Grady teach another grade. She refused to comply, and the board immediately brought suit in the Circuit Court to enjoin her from teaching. The case is being tried to-day, and is creating much interest. The court room is crowded, and the best talent of the city has been employed.

A Sleepy Lover Killed. Special to the Indianapolis Journal. BUTLER, Ind., Oct. 16 .- William Reader, a young farmer living near Kunkle, O., about twenty miles east of this city, was killed by a fast Wabash passenger train, this morning; also both of his horses. He had been out "sparking" all night, and being both sleepy and cold wrapped himself up in the robes and did not apparently

notice the train. Eccentric Minister Drops Dead. Special to the Indianapolis Journal. TERRE HAUTE, Ind., Oct. 16 .- Calvin Lee, an aged clergyman, dropped dead last night on his way home from a chapel

CLEVELANDS Mothers Know

more about household matters than fathers do. It is their duty. When baking they might think about



Interesting to watch it Food remains moist and is always light and wholesome.

A quarter pound can mailed on re-

BAKING-POWDER-OF

Baking Powder Co., New York.

where he had preached. As he left the church he was in an unusually happy mood. Suddenly he threw up his hands and, with an ejaculation, dropped dead from heart disease. Mr. Lee was comparatively well off, but was eccentric, and lived alone, saying, in response to entreaties of his stepdaughter to make his home with her, that while he lived alone he was "giving no one any trouble." Of late years he had spent I is time working in the interest of churches and preaching for congregations too poor to

employ a minister. Boy Loses One of His Hands.

Special to the Indianapolis Journal. ROANN, Ind., Oct. 16.-Last evening while Grant Abshire and Will Banks, aged fourteen and sixteen years, respectively, were in the woods hunting, a gun in the hands of the Banks boy was discharged, the contents passing through the Abshire boy's left hand, tearing it into shreds. The accident occurred about two miles from town, and the boy walked to Dr. Kidd's office in this place, where the lacerated member was amputated above the wrist by the doctor, assisted by Dr. Wodbeck. The lad suffered greatly from pain and loss of blood, but is doing as well as could be expected.

A Noted Murder Case.

Special to the Indianapolis Journal. LEBANON, Ind., Oct. 16 .- During a quarrel on May 20, 1893, in the court room at Danville, Ind., attorney C. S. Wesner was shot and instantly killed by J. C. Brown. Both men were citizens of this city. Mr. Brown was indicted by the Hendricks county grand jury for murder. The case was brought to this county on a change of venue and comes up to-morrow. Attorney Duncan and Judge Terhune, assisted by Ralston & Keefe, of this city, have charge of the defense. A great deal of interest in the trial is manifested, and public opinion seems to be that Brown will be able to show he did the killing in self-defense.

Acquitted of Incendiarism.

Special to the Indianapolis Journal. 3LOOMINGTON, Ind., Oct. 16.-The trial of Emanuel Rothschild ended in his acquittal. The case came here from Bedford. He was charged with arson, with the hope of getting a large insurance that had been placed on a large clothing stock at his home. The State attempted to prove that he set fire to the store room by the use of kerosene and shavings, and that he was seen to leave the store room only a short time before the fire was discovered. The trial has been in progress since last Tuesday, and about seventy witnesses were examined. The jury was out about two hours.

Train-Wrecker Sentenced.

Special to the Indianapolis Journal. BRAZIL, Ind., Oct. 16.-Much excitement was occasioned Saturday evening by the arrest of Ed Alexander, of Staunton, who had been on Friday released by the judge on a promise of good behavior. Alexander pleaded guilty to having helped Noah King burg'arize McClintick & McCullough's store at Staunton, several months ago. The additional charge brought was that Alexander broke a switch lock on the Vandalia some time since, causing a wreck. Judge Mc-Gregor, after hearing this evidence, sentenced Alexander, who is quite young, to the penitentiary south for one year. Accidentally Shot Himself.

Special to the Indianapolis Journal. ELKHART, Ind., Oct. 16.-Welcome Wood, a well-to-do farmer, aged twentythese, accidentally and fatally shot himself in the left side to-day while hunting in a boat on Juno lake, near here. He died a few hours after the accident. He discharged a rifle at a mud hen and then hastily picked up a companion's gun, which lay in the bottom of the boat. The

hammer caught on something and the gun

was discharged, with the above result. Accident at Liberty.

Special to the Indianapolis Journal. LIBERTY, Ind., Oct. 16 .- J. M. Freeman was thrown from a spring wagon on the street Saturday evening and his right leg broken near the ankle.

Saturday afternoon, while hauling logs, Walter Haworth, son of Hon. R. W. Haworth, was thrown from a wagon and, a log falling upon him, he was so injured that death resulted on Sunday. This morning a scaffold gave way at the barn of J. W. Scott, south of Liberty, and James Harrell had both legs broken.

Two Clay County Fatalities. Special to the Indianapolis Journal. BRAZIL, Ind., Oct. 16.-James Brown, son of Samuel Brown, a prominent farmer, of Dick Johnson township, was instantly killed about noon to-day. He was unload-

ing logs at the Carbon sawmill, when a log suddenly broke one of the chains that fastened the load on the wagon. The log rolled over him, crushing him almost beyond recognition. George Hendrickson, a prominent miner of this city, was fatally crushed by falling slate in Schrefferman's mine, Saturday Life L .t in the Waynetown Fire.

Special to the Indianapolis Journal. CRAWFORDSVILLE, Ind., Oct. 16 .- In clearing away the ruins of the Waynetown fire, this morning, human remains were found. They were discovered in the cellar of the Hornell & Henry hardware store, where the flames originated and where the explosion occurred. The remains are almost consumed, and the coroner has

Tenth District Y. P. S. C. E. Special to the Indianapolis Journal. LADOGA, Ind., Oct. 16 .- The Christian Endeavorers of the Tenth district, comprising Montgomery, Putnam, Parke and Vermillion counties, will hold their fourth convention here Friday and Saturday. A large attendance is expected. Among the speakers will be Dr. Lucas, of Indianapolis, and Dr. Burroughs, of Wabash College.

Muncie Feels Better. Special to the Indianapolis Journal.

MUNCIE, Ind., Oct. 16 .- For the first time in many weeks past Muncie had no new cases of smallpox, suspects or deaths to report on the first day of the week. The situation is extremely bright for starting the schools next week. The strict quarantine rules are being closely observed

C. & S. Strike Ended. NOBLESVILLE, Ind., Oct. 16 .- The strike of the employes of the Chicago & Southeastern railroad was declared off this morning and trains are running on schedule time. The terms of agreement were that the company should pay one-half of the three months' wages due them to-morrow and the remainder a few days later.

Whitecappers Sentenced. Special to the Indianapolis Journal. SALEM, Ind., Oct. 16 .- Judge Boyles today sentenced James and Elijah Dalton and George Holsapple to five years in the penitentiary and fined each \$25; Ed Boling and Otto Barnett to three and two years in the penitentiary, respectively. This ends the roted and only Whitecap case in Washing-

Found Dead in a Field. Special to the Indianapolis Journal. KOKOMO, Ind., Oct. 16 .- A. C. Humbarger, a prominent farmer eight miles south of this city, missing since Saturday noon, was found dead this evening in a field, a short distance from his home. He was eighty-two years of age.

Employes Made Happy.

Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 16.-The employes of the defunct Darnell iron works were made happy to-night by Receiver A. L. Johnson, who distributed over \$2,000 due them for wages when the mill closed. All were paid

Took Strychnine for Quinine. Special to the Indianapolis Journal. PITTSBORO, Ind., Oct. 16. - Miss Ada Brill, daughter of Dr. Brill, of this place, took a large capsuleful of strychnine this evening, mistaking it for quinine, and died in a few minutes.

The Nineteenth Death. Special to the Indianapolis Journal. MUNCIE, Ind., Oct. 16. - J. B. Nelson, aged fifty, died of smallpox at the hospital to-night. This is the nineteenth death out

of 137 cases. Indiana Notes. Nellie G. Goodwin, of Rosedale, was not one of the contestants fa the Demorest medal at the W. C. T. U. convention at Richmond.

> 'Tis Sozodont the whole world tries, 'Tis Sozodont which parifies The breath and mouth, and dirt defies. Tis Sozodont for which we cry. Sweet Sozodont for which we sigh, 'Tis only Sozedont we buy.

WHY THE CARS MOVE

Some of the Mysteries of Electrical Locomotion Explained.

Tracing the Force from the Power House to Its Application Under the Hand of the Motorman.

Brooklyn Eagle. The Chinaman's description of the action of a trolley car is funny perhaps, but it is not entirely satisfactory, in that it fails to answer the question of motive power. With a desire to know just how the car was propelled the writer called on Mr. W. A. H. Bogardus, secretary of the Brooklyn City Railroad Company, with the question: "What makes the trolley car go and how

does it do it?" "I suppose the best way to answer that question," said Mr. Bogardus, "is to begin at the begining. We will take one of the company's three power stations, that located at Fifty-second street, Bay Ridge. This station when completed will have a force of 12,000 horse power. There are twelve batteries of boilers-two boilers each. They are water tube boilers of 1,200 horse power to each battery. Two of these batteries will be in reserve to take the place of any other battery in case of need. The plant being on the water front receives it coal in barges at the dock, from which it is carried by elevators to pockets, from which it is conveyed by chutes to the front of each boiler. Each boiler carries a pressure of 160 pounds of steam, which drives the engines. There are eight cross compound condensing Corliss engines of a nominal capacity of 1,000 horse power each, but which can develop 1,500 horse power if desired. Sea water is used for condensing purposes. An economiser is used with which the feed water for the boiler is heated to a high temperature by the exhaust heat on the way to the chimneys. The engines are belted direct to a generating pulley wheel, on each end of the shaft of which is a clutch which makes it possible to run one or two dynamos, or electric generators, from each engine. The generated current goes to a switch board, which regulates the amount of current each generator is called on to produce, and shows the amount put out and the intensity or pressure of voltage. A generator is a very liberal worker and would tear itself to pieces by keeping on turning out power until stopped, and it is, therefore, necessary to have safety appliances, viz.: circuit branches and foises, in connection with it, which act as check valves. On the switch board also are instruments showing the amount of current on the feeders. The feeders are the large wires that are seen on the trolley poles or on the elevated roads, and are used to convey the current from the power station to various points to properly distribute the power. The feeder cables are composed of a number of small wires covered with weather-proof insulation, and are one and a half inches outside diameter. It is better to make these cables of small wires twisted, on account of flexibility. It would be impossible to handle a cable if it was one solid wire.

THE TROLLEY WIRE.

A naked trolley wire is hung over a line or point between the rails of each track. This is hung on clips (the insulated joint) that connect it to the span wires which are stretched from pole to pole. The trolley wire is insulated from the span wire, the span wire is insulated from the poles, and the poles resting in cement beds are insulated in a great degree from the ground. The feed wire comes from the switch board and runs till it arrives at a section of the road to which it is to furnish the electric current. If we were compelled to take the current off the feed wire as soon as it left the power house we would be unable to obtain a voltage at the extreme end of the line. There is, therefore, one feed wire to each district. When the feed wire arrives at a point it is intended to feed smaller wires are spliced on the feed wire and are pulled out along the span wire and connected with the trolley wire. These cennecting wires are called mains. This connection is made every few hundred feet until enough mains are tapped to the trolley wire to take from the feed wire all the current the copper in the feeder will carry. Great care has to be taken not to overload the feeders, and it is therefore necessary that the trolley wires be cut into sections and insulated one section from another to prevent the electric current from running from one road to another. This acts as a check or safeguard, and should one section meet with an accident it is cut out, and the entire road can be operated up to that part. The positive pole of the generator is connected with the feeders through which the current passes to the main wires, and then to the trolley wire. To the negative pole of the generator is connected an overhead ground wire to bring the current back to the power station. The overhead ground wire connects with a tinned copper wire laid under ground between the rails. The rails when laid are connected by bond wires-pieces of tinned copper wires-which are riveted one end in each rail. These bonds are connected to the supplementary wire in center of the track under ground. Thus from the rail through the bond, the supplementary wires and the overhead ground wire the circuit is complete to the negative pole of the dynamo at the power house. "Now, while these connections are complete, there is no current unless the positive and negative poles are connected. This connection is made through the motor car. The motor that operates the car is suspended on the axle of the wheels of the car. and on the frame of the truck so that the radius from the axle is, at all times, the same for the purpose of making the pinion (or small cog wheel) on the armiture shaft exactly meet with the geer on the axle of the wheel. The motor is the reverse of the dynamo or generator. Whereas the dynamo generates electricity by the revolving of the armiture, the motor reverses the current and it is converted by the armiture of motor back into power. The electric motor is a revolving electro magnet, or rather a wheel or drum made of innumerable electro magnets, and as the electric current passes through the armiture in order to make i

CONTROLLING THE CURRENT. "The trolley wheel at the end of the pole on the top of the car is held in contact with the trolley wire by springs, which tend to force the pole in a verticle position. The trolley stand, which holds the pole is set on a turning frame, which gives it the revolving motion necessary to follow the trolley wire in going around curves. The contact of the trolley wheel and wire must be constant and thorough. The trolley wheel is connected by a bearing with a wire which passes down the pole to the car roof, and following a trouth or groove comes out to a switch under the bonnet in front of the car over the motorman's head; from there is passes to the reverse end of the car through another switch over the conductor's head It then goes down and connects with the controlling device. The controlling device varies with manufacturers. There are several different kinds in use on our roads. One is known as the series parallel or multiple controller. This can be used only when there are two motors on a car. There is also a controller known as the rheostat. The rheostat is made of a material which offers resistance to an electric current. It being known that certain materials are absolute insulators and that other materials are only fair conductors. The rheostat is so arranged that more or less of the resistance conductor is inserted between the trolley wire and the motor. The less resistance there is the more current will reach the motor and the faster the car will travel, and the controlling device, which the motor man uses with his left hand, is connected with the rheostat for the purpose of regulating the contacts. The current, after passing through the rheostat or controller passes through the motor; from the positive pole of the motor through the motor to the axle of the car, through the axle to the wheel to the rail, from the rail through the bond wire, the return ground wire to the negative pole of the generator at the power station and the circuit is complete. "The generator at the power station is so

revolve, certain segments are magnetized.

If every segment was magnetized at the

same time there would be no revolutions.

designed and constructed that the more motors there are running the more power they turn out automatically, and if there be no motors on the road and, therefore, no contact between the ground wire and the trolley wire there is no current generated by the dynamo. This is different and more economical than on a cable road. In a cable road the engine is obliged to pull the cable all the time, and the friction causes a constant load which the electric or trolley systems have not got to contend with There is an automatic electric safety valve or circuit breaker on every feeder, and if the demand on a feeder is greater than it can safely be called upon to furnish or carry, the circuit breaker opens and kills

has been shown before that every feeder wire takes care of its own section, there is nothing like the damage in the trolley system that people have supposed.

"It may be supposed that the use of wire under the rail is dangerous. On the contrary these wires are perfectly safe. There is no current in them until the current passes on to the rail after having gone through the motor, and that is what is known as a negative current. The generator at the power station sucks the cur-

rent back to the power house in the same

way that the sucker of a pump takes up

SAFETY APPLIANCES.

"The attention of the public should be called to the fact that the motor can be reversed by the motorman in exactly the same way that an engine can be reversed. I have noticed in the Eagle and other papers words of censure for railroad managers because there was no appliance or contrivance to stop a car in case a brake should give out. The very same motor which takes a car to Fulton ferry brings it back up Fulton street by simply reversing the current, and if a motorman finds that his brake is unmanageable he simply has to put on the reversing switch on the same principle that a locomotive engineer uses the reversing lever. This will cause the wheels to revolve in the reverse way, and will not only stop the car, but back it. I have seen suggestions that the motors become unmanageable. Such ideas are simply ridiculous. I have shown that the only connection between the motor and the current which causes it to revolve is through the trolley wheel, and if the trolley wheel is taken off the wire no current can possibly reach the motor. I have also shown that after the current has passed down through the car it passes through three distinct appliances, either of which can cut off the current and stop the motor. The first is the switch over the motorman's head, the second the switch over the conductor's head and the third the controlling device which the motorman operates. You will see, then, that we have four methods of preventing the current from reaching the motor, and, beside, the brake at each end of the car acts independently in the hands of the motorman or conductor. Many have criticised us because we have placed cars in charge of inexperienced persons, it being presented as a matter of fact that the motorman should be an electrician. But it is no more necessary that a motorman be an electrician than that any man should be an electrician to use the telephone. We know what | are as follows: we have to do in order to use the telephone from practice, and in the same way the motorman knows what he has to do to start and stop the motor or car. What we require for a motorman is one who knows the streets, one who has become familiar with the operation of the car in judging its velocity—one with a steady nerve and who will act instinctively to avoid accidents, or to operate a car in its usual course. The cars are inspected every trip and are given a careful overhauling every night, and at stated intervals along the road are men who have had a schooling in the repair and operation of the motor. There is, therefore, no reason to employ skilled electricians as motormen. There has been a great deal of comment about the deadly trolley and the deadly current. I think I am fairly well posted on such matters, and I have yet to learn of a man being killed by an electric shock from a trolley wire. And when you take into consideration the fact that the total mileage per day of all our trolley cars exceeds fifty thousand miles, or more than twice around the earth, through the crowded streets of Brooklyn, which are used as playgrounds for children, and the fact, also, that some days we carry 450,000 persons, I think the people will agree that here is no means of travel on the face of the earth that is safer or better managed than the trolley system of the Brooklyn

AMUSEMENTS.

city railroad."

Grand Opera House-Digby Bell Company in "Tar and Tartar." Uuless more opera and less comic can be infused into it, comic opera seems destined to follow farce comedy, and go the way of all fads. It has been, beyond doubt, the most popular form of theatricals ever since beloved old "Pinafore" set the world agog. there is a vast difference between "Pinafore," with its simple catchy music, its modest settings and its strain of comedy, and the present comic pera, where the chief comedian is the first consideration, gorgeous staging the second, topical songs the third, and so on, with music and singers considered more or less as incidentals. These things are beginning to pall a little. It is difficult to get new "gags," new "business" and new topical songs, and when one hears precisely the same things he heard a year ago it occurs to him that those same people have been geting off the same things night after night during the long months between, and feeling of sadness comes over him. Thus t is that while there are plenty of people who would like to hear "Pinafore," "Patience" or "Chimes of "Normandy" again, just for the love that would recall old times, they did not find the same pleasure in hearing "Tar and Tartar" and the jocular Digby Bell for the second time last light. Most people would rather have old times recalled by music than by jokes. But there were plenty of people at the Grand last night who did not see the show a year ago, and thus it went off with a merry laugh and much applause. The company is very much the same as last year, full of female stars and male sticks. Laura Joyce Bell and Josephine Knapp, always sprightly and sparkling, fairly divide the nonors as to singing and acting, while the Hollins sisters still hold supremacy statuesque beauty wreathed in smiles. The company has changed Bedouins, somewhat o its advantage. William Prouetti, when he turned up from some unknown nook, ten or a dozen years ago, had a magnificent baritone voice, and was slender. Prosperity has made him too fat for a good, flery lover, and, though many of his tones are sweet and clear, there are notes upon which he is weak and husky. To-night the company will make its last appearance in the comic opera "Jupiter, by Adam Itzel, jr., and Julian Edwards, work which met with much favor here last season. The opera deals with the escapades of Jupiter, who descends to earth,

suing complications are extremely funny.

"A Kentucky Girl" at the Park. There is very much genuine excitement in "A Kentucky Girl," which caused two large audiences to cheer with approval at the Park Theater yesterday. The heroine is very much in evidence throughout it. She breaks into a sawmill, in which the hero is fastened to a log that is fast approaching a whirling and hungry-looking saw, and saves him. Then she has an exciting race on a railroad track, pursued by 'moonshiners' in a hand car, and "gets there" in time to save a train from destruction in an open draw bridge. These effects are well managed and made very realistic. Miss Sadie Hassan, who plays Charity Jarvey, is a well-established favorite at the Park, and she was much applauded yesterday, while the supporting company did all that was required of them n good style. There is a good deal of comedy in the piece, which evens up matters, and, altogether, it is full of "go." Miss Hassan will remain the attraction all

week, and "A Kentucky Girl" will be given at every performance, afternoon and Empire Theater-Gaiety Girls. There were two good audiences at the Empire yesterday to see the London Gaiety Girls, and the audiences seemed to be entertained. The show is not strictly in the legitimate drama or in heavy tragedy, but it seems to be in pretty good shape. There are a number of catchy songs, an outrageous comedian, who carries the company's trunks and has an easy job of it, apparently, besides a number of women. The closing burlesque, "On the Midway," is somewhat of a novelty, and introduces a number of travesties on a few of the features of the big White City fakir show. Ine Clark-Razzilians give a good performance on the trapeze. The company includes the Vedder sisters in folly dances, Foy brothers, Irish comedians; the Smilax sisters and Beulah Oberly, a soubrette. Matinees will be given daily. On Wedneslay night, at 10:30 o'clock, Charles Witmer and William Kane will wrestle for a \$200 purse. On Thursday at the same hour Bert Walker and Charles Witmer will wrestle

rett and other stars, will play at English's to-night and to-morrow matinee and evening, in a revival of Victor Hugo's stirring drama, "Ruy Blas." Mr. Vroom is mod-estly heralded, and does not claim to be "the greatest actor in the world." To his credit, however, it can be said that he has won much more than a modicum of praise (or deadens) the wire, which saves the line from the critics in every city in which he and generators from destruction, and as it has played, and not only this, but he is

also credited with having given his production of "Ruy Blas" its every surrounding of pleasure from a competent company and handsome stage settings to elaborate costumes and correct accessories.

Attractions Later On. Al G. Field's Columbian minstrels, which is claimed to be the largest minstrel company ever organized, will give a perform-

ance at the Grand next Friday night. "The Prodigal Father." a merry comedy, which is now in its second season of suc-cess, is underlined for English's the latter part of the week. A special attraction with the company is Maggie Cline, the "Irish Nightingale," a vaudeville performer, who is a great card wherever she

ORDER OF RED MEN.

Twenty-Fifth Great Sun Council Will Assemble Here To-Day.

The twenty-fifth great sun council of the Great Council of Indiana, Improved Order of Red Men, will assemble in this city on Tuesday, Oct. 17, to continue in session two days. The meetings will be held in the wigwam of the order, in the Griffith Block. A very large attendance is expected, the order having grown marvelously in this State during the past year. Over 250 great chiefs and representatives will be present, representing eleven thousand Red Men, this being the present membership of the order in Indiana. In the past five years the order has grown from 1,700 to its present creditable membership. Much interesting legislation is expected from the coming session of the Careet Careet Management sion of the Great Council. A change will be made in the ballot law governing candidates for admission, and the present laws will be amended in several particulars. The present chiefs of the Great Council are: Great sachem, Charles L. Feltus, of Terre Haute; great senior sagamore, W. B. King, of Lafayette; great junior sagamore, Thomas J. Gray, of Noblesville; great prophet, Alfred Ellison, of Anderson; great chief of records, Thomas G. Harrison, of Indianapolis; great keeper of wampum, John A. McGaw, of Indianapolis. The report of the great chief of records will be submitted to-day. It shows the total membership to be 11,788; number of working tribes, 131. There has been paid for the use of brothers \$13,886.22; for burial of the dead, \$2,946.33; for the relief of widows and orphans, \$319.98. The resources Wampum on hand close of great sun......\$21,557.37 Widows' and orphans' fund...... 2,757.91 Tribal investments...... 66,849.83 Total resources......\$91,165.11

The report speaks favorably of the res-

ervation of Indiana in the report on the condition of the order. There was a phe-

nomenal growth during the year in the

reservation of New York, where the mem-

bership was increased nearly four thou-

sand. Indiana stands next only to the Em-

The report shows receipts for the past

year of \$6,641.20, and expenditures to the

amount of \$5,334.88. The report shows the

great council of this State to be in excel-

lent financial condition, but recommends

some changes in the matter of representa-

tion and per capita tax. The expenses this

year will be much heavier than last, and it

representatives attend, the mileage per diem will arount to \$1,700, or nearly \$500

more than last year. The increase of

the representation one for the first 150

members, and one for each additional one

hundred members or fractional part there-

of. It is estimated that by a reduction of

the per capita tax a saving of \$1,000 could

Total\$2,314.00

By two bankable notes of \$1,000 each.\$2,000.00

By balance on hand...... 314.00

THE DELAY IN THE DIVIDEND.

Await Chief Mays's Recovery.

A special from the Journal's Washington

correspondent last night stated that the

delay in announcing dividends for the de-

positors in the Indianapolis National and

the Citizens' National Bank of Muncie is

due to an accident to Chief Mays, of the

office of the Controller of Currency, who

disbursements and winds up the affairs of

suspended banks. Chief Mays was struck

by a street car the other day and severely

injured. He expects to be at his post of

positors in those two banks, announce-

Chicago yesterday afternoon, to be absent a

week. His absence will not, however, de-

ranged for them before his departure.

visit of several weeks in Chicago.

see street.

aware street.

her home in Memphis.

congregation are invited

pool, and Miss Mary Ross.

brecht, at Woodruff Place.

the institution.

housekeeping.

lay action upon these dividends, as he ar-

PERSONAL AND SOCIETY.

Mrs. Albert Fletcher has returned from

Mr. and Mrs. Ernest C. Leaming have re-

turned from a three weeks' visit to the fair.

Mrs. A. C. Landis, of Seattle, Wash., formerly a resident of this city, is visiting

Mrs. T. R. Walker, No. 340 North Tennes-

Miss Helen Bullard, of Boston, formerly

of this city, is spending the month of Oc-

Mrs. John M. Judah, who has been spend-

ing a few days here with her parents, Dr.

and Mrs. P. H. Jameson, has returened to

An old-fashioned social will be given to-morrow evening at the Central Christian

Church, and all friends of the church and

Mr. and Mrs. James E. Roberts will go to

Connersville to-day to attend the marriage of the former's brother, Mr. Jefferson Clay-

Mrs. J. N. Scott, of Port Townsend, Wash.

will receive her friends informally this

afternoon at the home of Mrs. Maurice Al-

Mrs. Richard Gatling and son Robert, of

Hartford, Conn., who have been the guests

of Mr. and Mrs. John R. Wilson, returned

The managers of the Katherine Home re-

turn thanks to all who assisted in making

the entertainment Friday evening the great

success it was. Over \$200 was cleared for

Mrs. Daniel Ransdell and children will

sail from Europe this week and will come

directly to this city to reside. Mr. Rans-

dell has taken the house No. 318 North

Meridian street, where they will go to

Mrs. Fannie E. Cordero, of Washington,

D. C., is visiting Mrs. Fannie A. Wright.

of 317 East St. Clair street. She has been

in service in the Treasury Department for

over twenty years, and will leave next

Mr. and Mrs. John J. LeCron have re-

moved from Minneapolis, Minn., and ex-

pect to make this city their home. They

are located at 288 Lincoln avenue. Mrs. Le

Cron was formerly a resident of this State,

being a daughter of the late Judge Frazer

who was once one of the supreme judges of

COMING EVENT AT CONNERSVILLE.

CONNERSVILLE, Ind., Oct. 16. - Hon.

Jefferson H. Claypool will be united in mar-

riage to Miss Mary B. Ross at the home of

the bride's parents, Mr. and Mrs. J. W.

Ross, Wednesday evening, Rev. T. H.

Hench officiating. The wedding, though ele-

gant in all the appointments, will be quiet-

mate friends being present. Mr. and Mrs. Claypool will leave on the 9:15 train for

Chicago, and after a ten days' visit to the

fair will make their home at Indianapolis. Mr. and Mrs. J. E. Roberts, the latter a

sister of the groom, will come down from

ly celebrated, only the relatives and inti-

Special to the Indianapolis Journal.

week to resume her duties there.

vesterday to their home in the East.

tober with Mrs. N. A. Hyde on North Del-

Total\$2,314.00

pire State in the matter of increase.

tribes in remote parts of the State has caused this state of facts. A change is recommended in the matter of representation so as to prevent the great council from becoming unwieldy. It is proposed to make

be made for the tribes. The report of the great keeper of wampum (treasurer) shows the following: Balance on hand at last report.....\$3,165.41 Received by cash from great council 5,251.56 Total......\$8,416.97 Expenditures......\$5,334.89 Balance on hand...... 3,082.09 The condition of the sinking fund is shown as follows: To balance last report......\$1,942.00 To order on general fund...... 300.00 Oct. 15, 1893; interest to date 72.00

and, in order to show his power, changes himself to Spurius Cassius, a cobbler, by means of a wishing cap. This is stolen from him and he is carted off to prison in patrol wagon as the real Cassius, while hat individual is taken to Olympus, where he makes love to Jupiter's wife. The en-

Graeco-Roman for a like purse.

Edward Vroom in "Ruy Blas." Mr. Edward Vroom, a young romantic actor, who won his spurs with Booth, Bar-

Indianapolis to visit and attend the nuptials. Boy Burned with Matches. George Murphy, aged ten years, residing with his parents at No. 174 Deloss street, was badly burned, at 6 o'clock last night, while playing with matches. His clothing was ignited, and before his mother could tear the burning garments from his body

EMINENT MEN.

GREAT UNANIMITY OF MANY PROMI-NENT CITIZENS.

MEN OF STANDING WHOSE WORD IS A POWERFUL INDORSEMENT.

THE AGENT FOR THE GREAT PRU-DENTIAL INSURANCE COM-PANY SPEAKS.

THE MELTING This is positive and convincing. Joseph Brundage, Esq., whose office is No. 5 Academy Music, Newburg, N. Y., the agent of the great Prudential Insurance

and influential business man. He is of the type of eminent men whose word commands belief, and what he says is published because it is true, and because others will be assured of its truth by his own powerful words.

Company, is widely known as a prominent

"I was broken down in health and most used up," he said. "I was terribly nervous and could not sleep nights. I was also troubled with dyspepsia in its worst form. All the food I ate almost killed me with pain, indigestion, gas and bloating of the

stomach. "I commenced to take Dr. Greene's Nervura blood and nerve remedy and took five bottles. I now feel a nunared tintes better, in fact, I am all right and can eat anything without hurting me a bit, and sleep well and soundly.



JOSEPH BRUNDAGE, ESQ.

"In fact, this wonderful medicine has been all in all to me. I have gained ten pounds in weight, and feel like another man. I would have given \$10 a bottle for it if I could not get it for less. I am, therefore, one of its strongest advocates, and feel that I cannot praise it enough in recomis estimated that if all the great chiefs and | mending it to others who wish to be cured." One of the peculiar features of Dr. Greene's

Nervura blood and nerve remedy is the fact that so many eminent persons, people foremost among ministers, physicians, scientists and the best-known and most prominent business men, recommend the use of this vaulable medicine.

They do it because they know that it cures, and because they feel that the weight of their name and influence will be strong in urging others to try this great curer of disease, and so be cured. The remedy is purely vegetable and harm-

less, and druggists sell it for \$1. It is the prescription and discovery of the wellknown physician, Dr. Greene, of 35 West Fourteenth street, New York, the most successful specialist in curing nervous and chronic diseases, who can be consulted free, personally or by letter.

his breast and legs were frightfully scorched. Drs. Long and Gregg were called to attend the sufferer. He will probably recover.

MONUMENT COMMISSION MEETS.

Proposition for an Electric Elevator-In Behalf of Mexican Dates.

Indianapolis National Depositors Must The board of monument commissioners convened at 2 o'clock yesterday afternoon at the Statehouse, and will hold a twolays' session before adjourning. The afternoon's business was principally of a routine nature, and but little of importance was accomplished. A letter from George W. Brewster, in relation to a settlement for the crowning figure, was read, and on motion of Mr. McCollum the president was dihas charge of the division which makes rected to send a statement of account to Brewster, announcing that when there are sufficient funds found due him for the duty this week, when he will figure up the naval astragal or crowning figure that his dividends which can be made to the deorder on the board given in favor of George Wagner and Levi T. Schofield will be acment of which may be expected by the end this week. Controller Eckels left for knowledged.

President Langsdale reviewed the proposition of the Graves Elevator Company, of Rochester, N. Y., to construct an electric elevator for the monument at a cost of \$4,500, after which H. W. Neal, the company's agent, addressed the board. He stated that his company desired to withdraw their proposition because of the specified guarantee the commissioners insisted on imposing upon the manufacturers. He was ready, he said, to put in water power on the terms demanded, but did not feel like entering into an agreement so binding with the electric appliance. His reasons for this were explained on the theory that electric elevators are a comparatively new invention, and have not been in use a sufficient length of time to warrant the manufacturer in giving a lifetime guarantee. C. W. Coen, of the Hall Elevator Company, of Chicago, explained the merits of his machine, but the board deferred action in both cases until to-day.

The Munson Lightning Rod Company, of this city, submitted a proposition to equip the monument with necessary appliances for protection from lightning at prices ranging from \$93 to \$130. This matter was also deferred. C. T. Webber, a sculptor, of Cincinnati, was present and talked to the board on the question of erecting the subsidiary monuments which are to include the figures of Generals William Henry Harrison, M. D. Manson and George Rogers Clark. Mr. Webber stated that he was particularly desirous of being intrusted with the work of preparing the statue of George Rogers Clark, not for the financial consideration, but because of a love and respect he had for the military hero, whose descendants he well knew. Should he be awarded the contract for erecting these figures, he would have the casting done in Paris, and should ask for two years in which to complete the work. Before the session adjourned, Capt. A. L. Ogg, of Greenfield, stated that he desired to speak a word in behalf of the Mexican war veterans. The Captain recalled the act of the last Legislature in its action regarding the Mexican war dates, and said that he, as well as all other Mexican soldiers, considered the matter finally settled. They were exceedingly surprised and pained to learn of the board's recent decision, and thought that the effacement of the dates of a war in which many of them took honorable part was a very great wrong. Capt. Ogg's remarks were not taken up for dis-

Warden Patten's Settlement. Warden Patten, of the Prison South, yesterday turned over to the Auditor of State the earnings of the institution for the quarter ending Sept. 30. The amount paid over was \$15,150.20.

> \$4.50-Chicago and Return-\$4.50, Every day, via the Pennsylvania Line.

I am seventy-seven years old, and have had my age renewed at least twenty years by the use of Swift's Specific. My foot and leg to my knee was a running sore for two years, and physicians said it could not be cured. After taking fifteen small bottles S. S. S. there is not a sore on my limbs, and I have a new lease on life. You ought to let all sufferers know of your wonderful remedy. IRA F. STILES, Palmer, Kansas City.



SWIFT SPCIFIC COMPANY, Atlanta, Ga